

FORM PTO-1390  
(REV 3/2001)

U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

**TRANSMITTAL LETTER TO THE UNITED STATES  
DESIGNATED/ELECTED OFFICE (DO/EO/US)  
CONCERNING A FILING UNDER 35 U.S.C. 371**

DATE: January 18, 2002

EXPRESS MAIL LABEL NO.  
EL717377740USATTORNEY DOCKET NO.  
45851/DBPU.S. APPLICATION NO.  
10/049223INTERNATIONAL APPLICATION NO.  
PCT/DE99/02285INTERNATIONAL FILING DATE  
July 22, 1999

PRIORITY DATE CLAIMED

TITLE OF INVENTION

SYSTEM TO BE FITTED IN A VEHICLE DOOR

APPLICANT(S) FOR DO/EO/US

\* PLEISS, Eberhard

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This is an express request to begin national examination procedures (35 U.S.C. 371(f) at any time rather than delay examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 39(1).
4. ☒ A proper Demand for International Preliminary Examination was made by the 19th month from the earliest claimed priority date.
5. ☒ A copy of the International Application as filed (35 U.S.C. 371(c)(2)).
  - a. ☒ is transmitted herewith (required only if not transmitted by the International Bureau).
  - b. ☒ has been transmitted by the International Bureau.
  - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/LUS).
6. ☒ A translation of the International Application into English (35 U.S.C. 371(c)(2)).
7. ☒ A copy of the International Search Report (PCT/ISA/210).
8. ☐ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3)).
  - a. ☐ are transmitted herewith (required only if not transmitted by the International Bureau).
  - b. ☐ have been transmitted by the International Bureau.
  - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
  - d. ☐ have not been made and will not be made.
9. ☐ A translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
10. ☒ An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).
11. ☒ A copy of the International Preliminary Examination Report (PCT/IPEA/409).
12. ☒ A translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

**Items 13 to 20 below concern document(s) or other information included:**

13. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
14. ☐ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
15. ☒ A FIRST preliminary amendment
16. ☐ A SECOND or SUBSEQUENT preliminary amendment.
17. ☐ A substitute specification.
18. ☐ A change of power of attorney and/or address letter.
19. ☐ SMALL ENTITY Assertion: Applicant(s) and any other associated with it/them under 37 CFR § 1.27(a) are a small entity.
20. ☒ Certificate of Mailing by Express Mail.
21. ☒ Other items or information: A) English Translation of Int'l. Appln and IPER Incorporated. B) Extra Set of Drawings

U.S. APPLICATION NO. (If known, see 37 CFR 1.45) <b>N/A 90/049223</b>		INTERNATIONAL APPLICATION NO. <b>PCT/DE99/02285</b>		ATTORNEY DOCKET NO. <b>45851/DBP</b>	
21. The following fees are submitted: <input type="checkbox"/> Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO: <b>\$1,040.00</b> <input checked="" type="checkbox"/> International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO: <b>\$890.00</b> <input type="checkbox"/> International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO: <b>\$740.00</b> <input type="checkbox"/> International preliminary examination fee paid to USPTO (37 CFR 1.482) but all claims did not satisfy provisions of PCT Article 33(1)-(4): <b>\$710.00</b> <input type="checkbox"/> International preliminary examination fee paid to USPTO (37 CFR 1.482) and all claims satisfied provisions of PCT Article 33(1)-(4): <b>\$100.00</b>				<b>CALCULATIONS</b>	<b>PTO USE ONLY</b>
<b>ENTER APPROPRIATE BASIC FEE AMOUNT =</b>				<b>\$ 890</b>	
Surcharge of \$130 for furnishing the oath or declaration later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(e)).				<b>\$</b>	
<b>Claims</b>	<b>Number Filed</b>	<b>Number Extra</b>	<b>Rate</b>		
Total Claims	<b>17+11 -20=</b>	<b>8</b>	<b>X \$18</b>	<b>\$ 144</b>	
Independent Claims	<b>1 -3=</b>	<b>0</b>	<b>X \$84</b>	<b>\$</b>	
Multiple dependent claim(s) (if applicable)			<b>+ \$280</b>	<b>\$ 280</b>	
<b>TOTAL OF ABOVE CALCULATIONS =</b>				<b>\$ 1,314</b>	
Reduction by 1/2 for filing by small entity, if applicable. Verified Small entity statement must also be filed. (Note 37 CFR 1.9, 1.27, 1.28).				<b>\$</b>	
<b>SUBTOTAL =</b>				<b>\$ 1,314</b>	
Processing fee of \$130 for furnishing the English translation later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(f)).				<b>\$</b>	
<b>TOTAL NATIONAL FEE =</b>				<b>\$ 1,314</b>	
Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). \$40.00 per property				<b>\$</b>	
<b>TOTAL FEES ENCLOSED =</b>				<b>\$ 1,314</b>	
Note (1): The basic national fee must be paid when filing this application. The 20-month time limit (37 CFR § 1.494) and 30-month time limit (37 CFR § 1.495) are not extendable.				Amount to be: refunded	<b>\$</b>
				charged	<b>\$</b>
a. <input checked="" type="checkbox"/> A check in the amount of <b>\$ 1,314.00</b> to cover the above fees is enclosed. b. <input type="checkbox"/> Please charge my Deposit Account No. _____ in the amount of \$ _____ to cover the above fees. A duplicate copy of this sheet is enclosed. c. <input checked="" type="checkbox"/> The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. <b>03-1728</b> . A duplicate copy of this sheet is enclosed.					
NOTE (2): Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.					
SEND ALL CORRESPONDENCE TO:  <div style="display: flex; justify-content: space-between;"> <div> <b>D. Bruce Prout</b>  <b>CHRISTIE, PARKER &amp; HALE</b>  <b>P.O. Box 7068</b>  <b>Pasadena, CA 91109-7068</b>   <b>CUSTOMER NUMBER: 23363</b> </div> <div style="text-align: right;">                         By <u><i>D. Bruce Prout</i></u>  <b>D. Bruce Prout</b>                          Reg. No. 20,958                     </div> </div>					

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

EXPRESS MAIL NO. EL717377740US

Applicant : Eberhard Pleiss  
Application No. : N/A  
Filed : January 18, 2002  
Title : SYSTEM TO BE FITTED IN VEHICLE DOOR  
  
Docket No. : 45851/DBP/M521

PRELIMINARY AMENDMENT

Assistant Commissioner for Patents  
Washington, D.C. 20231

Post Office Box 7068  
Pasadena, CA 91109-7068  
January 18, 2002

Commissioner:

Please amend the above-identified application as follows:

IN THE SPECIFICATION

After the title please add the following:

-- CROSS-REFERENCE TO RELATED APPLICATION

This application claims priority of International application number PCT/DE99/02285, filed July 22, 1999--.

IN THE CLAIMS

By this Amendment, Applicants are amending claims 6, and 8-17. Pending claims 1 to 17 follow.

1. System to be fitted into a vehicle door having
  - a window lifter for lifting and lowering a window pane of a vehicle door and consisting of a drive unit and a mechanism for transferring drive force from the drive unit to the window pane,
  - a guide rail (310, 310') of the transfer mechanism along which a follower of the window pane is guided, and
  - a closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) for closing and opening the vehicle door,

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wherein the window lifter and the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) are provided for fixing on a supporting plate (2) of the vehicle door, characterised in that at least a supporting part (360, 370, 380) of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) is moulded on the guide rail (310, 310') which consists at least in part of plastics.

2. System according to claim 1 characterised in that at least one supporting structural part of the window lifter serves at the same time to hold a functional element of the closing mechanism.
3. System according to claim 1 or 2 characterised in that at least a part of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) forms a prefabricated structural unit with the drive unit of the window lifter, more particularly a cable window lifter.
4. System according to claim 3 characterised in that a base plate (304) provided for holding the drive unit forms a prefabricated structural unit with the guide rail (310, 310').
5. System according to claim 4 characterised in that the base plate (304) is moulded in one piece on the guide rail (310, 310').
6. (Amended) System according to claim 1 characterised in that the part of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) which forms a structural unit with a structural group (3a, 3b; 310, 310') of the window lifter comprises one or more of the following structural elements:
  - a socket (40a, 360) for a door lock (4)
  - a door lock (4)
  - a socket (380, 385) for a door outside handle
  - a door outside handle
  - a socket (370, 375) for a door inside handle
  - a door inside handle.
7. System according to claim 6 characterised in that the socket (360) for the door lock forms a prefabricated structural unit with the base plate (304) for the drive unit.
8. (Amended) System according to claim 3 characterised in that in the case of an outer window lifter at least the socket (380, 385) for the door outside handle forms a prefabricated structural unit with the guide rail (310').

9. (Amended) System according to claim 3 characterised in that in the case of an inner window lifter at least the socket (370, 375) for the door inside handle forms a prefabricated structural unit with the guide rail (310).
10. (Amended) System according to claim 3 characterised in that the window lifter is formed as a double-strand cable window lifter having two guide rails (3a, 3b) running side by side and that a socket (40, 40a) for a door lock (4) and a socket (5, 40) for a door outside handle form a prefabricated structural unit with the guide rail (3a) of the window lifter on the B-pillar side.
11. (Amended) System according to claim 3 characterised in that a socket (40, 40a) for a door lock (4) is connected to a socket (5, 40) for a door outside handle and that the socket (5, 40) for the door outside handle is connected additionally to the guide rail (3a).
12. (Amended) System according to claim 3 characterised in that a door lock (4) and a door outside handle holder (5) are fixed on the guide rail (3a) through a common support (40, 40a) .
13. (Amended) System according to claim 5 characterised in that the relevant functional element (4) of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) is prefitted on the associated holding element (40, 40a).
14. (Amended) System according to claim 3 characterised in that the guide rail (3a, 3b) of the window lifter is formed for displaceable bearing on the supporting plate 2).
15. (Amended) System according to claim 3 characterised in that the guide rail (3a, 3b) is displaceable on the supporting plate (2) along the longitudinal direction of the vehicle.
16. (Amended) System according to claim 1 characterised in that the supporting plate (2) of the vehicle door is formed as a door inside panel or as a large surface support plate for a door module which is fitted onto a corresponding cut-out section in the door inside panel.
17. (Amended) System according to claim 1 characterised in that the supporting plate (2) defines a recess for assembling the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385).

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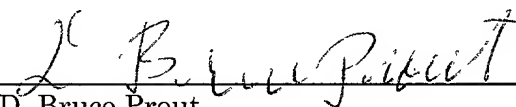
**REMARKS**

Claims 1-17 remain in the application. Claims 6, and 8-17 have been amended. It is respectfully requested that the foregoing preliminary amendment be entered prior to examination

Attached hereto is a marked-up version of the changes made to the claims by the current amendment. The attached page is captioned "Version with markings to show changes made."

Respectfully submitted,

CHRISTIE, PARKER & HALE, LLP

By   
D. Bruce Prout  
Reg. No. 20,958  
626/795-9900

DBP/aam

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**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

6. (Amended) System according to [~~one of the preceding claims~~] claim 1 characterised in that the part of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) which forms a structural unit with a structural group (3a, 3b; 310, 310') of the window lifter comprises one or more of the following structural elements:
- a socket (40a, 360) for a door lock (4)
  - a door lock (4)
  - a socket (380, 385) for a door outside handle
  - a door outside handle
  - a socket (370, 375) for a door inside handle
  - a door inside handle.
8. (Amended) System according to claim 3 [~~and 6~~] characterised in that in the case of an outer window lifter at least the socket (380, 385) for the door outside handle forms a prefabricated structural unit with the guide rail (310').
9. (Amended) System according to claim 3 [~~and 6~~] characterised in that in the case of an inner window lifter at least the socket (370, 375) for the door inside handle forms a prefabricated structural unit with the guide rail (310).
10. (Amended) System according to [~~one of claims 3 to 9~~] claim 3 characterised in that the window lifter is formed as a double-strand cable window lifter having two guide rails (3a, 3b) running side by side and that a socket (40, 40a) for a door lock (4) and a socket (5, 40) for a door outside handle form a prefabricated structural unit with the guide rail (3a) of the window lifter on the B-pillar side.
11. (Amended) System according to [~~one of claims 3 to 10~~] claim 3 characterised in that a socket (40, 40a) for a door lock (4) is connected to a socket (5, 40) for a door outside handle and that the socket (5, 40) for the door outside handle is connected additionally to the guide rail (3a).

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12. (Amended) System according to [~~one of claims 3 to 10~~] claim 3 characterised in that a door lock (4) and a door outside handle holder (5) are fixed on the guide rail (3a) through a common support (40, 40a) .
13. (Amended) System according to [~~one of claims 5 to 12~~] claim 5 characterised in that the relevant functional element (4) of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) is prefitted on the associated holding element (40, 40a).
14. (Amended) System according to [~~one of claims 3 to 12~~] claim 3 characterised in that the guide rail (3a, 3b) of the window lifter is formed for displaceable bearing on the supporting plate 2).
15. (Amended) System according to [~~one of claims 3 to 12~~] claim 3 characterised in that the guide rail (3a, 3b) is displaceable on the supporting plate (2) along the longitudinal direction of the vehicle.
16. (Amended) System according to [~~one of the preceding claims~~] claim 1 characterised in that the supporting plate (2) of the vehicle door is formed as a door inside panel or as a large surface support plate for a door module which is fitted onto a corresponding cut-out section in the door inside panel.
17. (Amended) System according to [~~one of the preceding claims~~] claim 1 characterised in that the supporting plate (2) defines a recess for assembling the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385).



5/pst

- 1 -

SYSTEM TO BE FITTED IN VEHICLE DOOR**Description**

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The invention relates to a system to be fitted in a vehicle door having a window lifter for lifting and lowering a window pane of the vehicle door and a closing mechanism for closing and opening the vehicle door according to the preamble of claim 1.

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From DE 195 11 294 A1 a vehicle door is known which has a door inside panel, a door outside panel and a door window frame as well as a window pane which can be moved up and down and which is guided in a window pane guide of the door window frame. This motor vehicle door furthermore has a door lock, an operating device for the door lock, a door outside handle for the operating device and a window lifter. The door lock and a socket part for the door outside handle are combined by means of a supporting element into one installation module and the door inside panel and the door outside panel are set up for introducing and mounting this installation module. A multi-function part mounted in the installation module has a support plate for the door lock and the door lock fixed thereon, as well as an extension component of the window pane guide and a connecting part to which the socket part for the door outside handle is connected.

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By means of the installation module described in DE 195 11 294 A1 it is possible to simplify the installation of a door lock into a vehicle door since parts of the door lock and the associated operating device can be pre-assembled

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outside of the door and then inserted as one complete unit into same.

The object of the invention is to improve and simplify the assembly of a vehicle door still further.

This is achieved according to the invention by providing a system to be fitted into a vehicle door having the features of patent claim 1.

According to this it is proposed that at least a part of the closing mechanism of the vehicle door forms with a structural group of the window lifter one pre-fabricated modular unit which is provided for fixing on a supporting plate of the vehicle door.

Unlike the technical instruction of DE 195 11 294 A1 which deals with the integration of different components of the closing mechanism of the vehicle door into one uniform installation module (which still only includes a part of the window guide near which the door lock is normally situated), with the present invention there is integration of two quite different closing mechanisms of a motor vehicle, namely on the one hand a closing mechanism for closing and opening the vehicle door and on the other hand a closing mechanism for opening and closing the window pane. The degree of integration of the components in the region of the vehicle door is further increased which allows an easier, faster, more reliable and more cost-effective assembly of the vehicle door.

By structural groups of a window lifter are meant here the drive unit of the window lifter as well as the means for transferring the drive force from this drive unit to the window pane (such as e.g. gearing elements, draw means and guide rail in the case of a cable window lifter etc), but not however lateral guide elements for guiding the edges

of the window pane which are independent of the window lifter.

The installation module which is formed by the closing  
5 mechanism of the vehicle door (or a part thereof) and at  
least one structural group of the window lifter is  
provided for mounting on a supporting plate of the vehicle  
door, thus in particular the door inner panel or door  
module support; the door module support is regarded as  
10 the large-surface support plate for a door module which is  
fitted on a cut-out section provided for this purpose in a  
vehicle door and supports a number of functional  
components of a vehicle door, such as for example the  
closing mechanism, the window lifters, a side air bag,  
15 speakers and the like. It is essential that the  
installation module which is formed according to the  
present invention constitutes a part of the closing  
mechanism of the vehicle door and at least one structural  
group of the window lifter independently of the plate  
20 supporting same. Thus with the present invention it is a  
matter of combining a part of the closing mechanism of the  
vehicle door as well as at least one structural group of  
the window lifter directly into one structural unit which  
is only then fixed on a supporting plate of the vehicle  
25 door. Not to be included therefore are those known  
systems where a window lifter and a closing mechanism for  
a vehicle door are first integrated into a module by  
mounting the corresponding parts on a large-surface  
support plate of the vehicle door which is neither a  
30 constituent part of the window lifter nor a constituent  
part of the closing mechanism of the vehicle door.

In a preferred embodiment of the invention at least one  
supporting component part of the window lifter, such as  
35 for example a guide rail of a cable window lifter or a  
base plate of the drive unit of the window lifter, forms a  
preassembled structural unit with at least one supporting  
component part of the closing mechanism, such as for

example a socket for the door lock. These two supporting component parts can thereby be connected together both through additional connecting means and also integrally.

- 5 According to another embodiment of the invention at least one supporting component part of the window lifter, such as for example the aforementioned guide rail or base plate serves at the same time to house a functional element of the closing mechanism, such as for example a door lock or  
10 door outside handle.

- It is important that with the aforementioned supporting component parts of the window lifter or closing mechanism of the vehicle they are each supporting component parts  
15 which are specially designed for holding the parts of the window lifter or closing mechanism and therefore accordingly form a constituent part of the window lifter or closing mechanism.

- 20 A further increase in the degree of integration in the region of the vehicle door is reached if the guide rail of the window lifter and a base plate provided for housing the drive unit of the window lifter also form one preassembled structural unit and more particularly are  
25 connected together in one piece. Parts of the closing mechanism of the vehicle door can then be combined with this structural unit into one installation module. Alternatively however the drive unit and guide rail of the window lifter can also be separate independent structural  
30 groups of which one is provided for forming a structural unit with parts of the closing mechanism of the vehicle door.

- Suitable as parts of the closing mechanism of the vehicle  
35 door which can be combined with a structural group of the window lifter to form one structural unit are in particular a socket for a door lock, the door lock itself, a socket for a door outside handle, the door outside

handle itself, a socket for a door inside handle and the door inside handle itself; furthermore operating elements through which the door inside handle or the door outside handle are coupled to the door lock in order that the vehicle door (not locked) can be opened from inside or outside of the vehicle. Which of these components are to be included in making up a structural unit depends on the relevant conditions each time inside a vehicle door.

10 By socket for the door lock or the door outside handle or the door inside handle is meant here any component part or structural groups which serve as supporting component parts specially for housing the door lock, the door outside handle or the door inside handle. This can be  
15 both a flat surface support element on which one of the said function elements is fixed, where necessary through a further holder, and also one such holder, such as for example a door outside handle holder. The terms door outside handle and door inside handle are to include both  
20 a simple pull-to handle and a door opener as well as a combination of these elements.

In a preferred embodiment the socket for the door lock forms a preassembled structural unit with the base plate for the drive unit of the window lifter, wherein these two  
25 parts can be connected together in one piece, or also a conventional base plate for a drive unit can be simply provided with additional fastening sites for a door lock. This embodiment of the invention can be used both for  
30 those cases where the base plate for the drive unit additionally constitutes a structural unit with the guide rail of the window lifter, and also in cases where a separate base plate is used.

35 Particularly in the case of a so-called outside window lifter which is mounted between the door outside panel and the window pane it is advantageous that at least the socket for the door outside handle forms a preassembled

structural unit with the guide rail of the window lifter and thereby extends in the direction of the end on the B-pillar side (in the case of driver and front passenger doors) or the end on the C-pillar side (in the case of rear doors) of the vehicle door.

With a so-called inside window lifter where the window pane is mounted between the door outside panel and the window lifter, the socket for the door inside handle preferably forms a preassembled structural unit with the guide rail and extends in the direction of the end on the A-pillar side (in the case of driver or front passenger doors) or end on the B-pillar side (in the case of rear doors) of the vehicle door.

In the case of a double-strand cable window lifter having two guide rails running side by side both a support for the door lock and also a socket for the door outside handle are preferably combined as one preassembled structural unit with the guide rail of the window lifter on the B-pillar side.

In further preferred arrangements a support for the door lock is connected to the socket for the door outside handle and the socket for the door outside handle is additionally connected to the guide rail, or the door lock and door outside handle holder are fixed on the guide rail through a common support.

With the aforementioned embodiments the associated functional element of the closing mechanism, such as for example the door lock, the door outside handle or the door inside handle, are each advantageously pre-fitted on the said socket elements. The corresponding structural unit comprising the parts of the window lifter and the parts of the locking mechanism of the vehicle door then not only includes the supporting component parts of the closing mechanism, but also the associated functional elements,

such as for example the door lock, door inside handle or the door outside handle.

According to a preferred embodiment of the invention it is further proposed that the guide rail of the window lifter is designed for displaceable mounting on the supporting plate of the vehicle door, namely is displaceable in particular along the longitudinal direction of the vehicle. This embodiment is then particularly advantageous if the supporting plate is a support plate for a door module which is completely pre-assembled independent of the vehicle door and is then inserted as such into the vehicle door. The guide rail of the window lifter can then be moved (together with any parts of the closing mechanism of the vehicle door which may be fixed thereon) between a transport and assembly position on the support plate and an operating position on the support plate wherein the last-mentioned operating position is only occupied after installation of the support plate in the vehicle door in order that the guide rail and the parts of the closing mechanism of the vehicle door connected therewith can be transferred into their operating position inside the vehicle door where they are then fixed.

In addition the supporting plate of the vehicle door preferably defines a recess which makes it easier to assemble the closing mechanism, e.g. since the support plate only partially covers a large-surface cut-out section in the door inside panel.

Further advantages of the invention will now be explained with reference to the following description of an embodiment shown in the drawings in which:

Figure 1 is a side view of the wet space side of a support plate with pre-fitted functional

components prior to installation into the door body;

Figure 2 is a diagrammatic cross-sectional view through a vehicle door which is provided with a support plate according to Figure 1;

Figure 3 shows a view of a door body having a large area cut-out section in the door inside panel for fitting a support plate according to Figure 1;

Figure 4 shows a view of a guide rail for a cable window lifter on which are formed a support plate for a door lock as well as a support plate for a door inside handle holder;

Figure 5 shows a view of a guide rail for a cable window lifter on which are formed a support plate for a door lock as well as a support plate for a door outside handle holder.

Figure 3 shows a door body 1 having a large area cut-out section 101 in the door inside panel 11 which is traversed by stays 102, 103 for increasing the rigidity of the door body 1. An additional reinforcement element 104 serves as a side driver protection. The large area cut-out section 101 is particularly suited for fitting out the vehicle door with a so-called door module, whose support plate 2 covers at least partially the cut-out section 101 and supports the essential functional components of the vehicle door.

Figure 1 shows a door module which is fitted out inter alia with a double-strand Bowden cable window lifter and a lock 4 as well as with further parts of the closing mechanism of the vehicle door. A better view of the construction according to the invention can be gained from the diagrammatic cross-sectional view in Figure 2 which shows the essential structural elements of the door module independently of their actual position in the vehicle door.



The substantially horizontally aligned edge of the support plate 2 is fitted with a rail 24 into which tight-fitting slide members of the metal guide rails 3a, 3b of the double-strand Bowden cable window lifter engage so that the guide rails 3a, 3b can be displaced. Whilst the (A-pillar side) guide rail 3b facing the drive 200, 201 of the window lifter is supported on the rail 2 through a support 30c the other (B-pillar side) guide rail 3a is connected displaceable with the support plate 2 through another support 40a wherein the lock 4 and a further support 40 which in turn supports an outside handle holder 5 are fixed on the said support 40a.

Since a displaceable guide rail is connected to the door lock and to the door outside handle holder through specially designed supports, when the displaceable guide rail passes into the operating position the lock and the outside handle holder also move into their ideal positions without these components having to be positioned separately. In the case of a double-strand Bowden cable window lifter the B-pillar side guide rail (in the case of a driver or front passenger door) or the C-pillar guide rail (in the case of rear doors) are connected to the outside handle holder and/or the door lock.

If a comparatively large displacement path is required in order to bring the guide rails of a double-strand Bowden cable window lifter into their operating position, and in particular if this is connected with the need to likewise displace a drive unit which is mounted between the guide rails, then the drive unit containing the cable drum should be mounted outside of the interspace between the guide rails. In the case of this type of design the drive unit can be mounted rigid on the support plate. In order to reduce the cable friction forces it is advantageous to equip the guide rail facing the drive unit with one cable exit which faces the drive unit and one cable exit which faces the other guide rail. This prevents the Bowden

cable from bending. This will be explained in further detail below.

5 The closing cylinder 50 of the lock 4 is pre-fitted on the outside handle holder 5; fixing points 52 of the outside handle holder 5 serve to connect the outside handle of the vehicle door.

10 The illustrations in Figures 1 and 2 show the functional positions of the window lifter and lock 4. In the transport and assembly position (not shown) the guide rails 3a, 3b and the functional components of the closing mechanism of the vehicle door (lock 4 and outside handle holder 5) connected to the guide rails are displaced in  
15 the direction of the drive unit 200, 201 until it becomes no problem to fit the window lifter and lock 4. Only after the support plate 2 is fixed on the door inside panel 11 is the guide rail 3 moved together with the lock 4 into the operating position so that the lock 4 can also  
20 be fixed in the proposed site on the door body.

In order to connect the window pane 8 to the window lifter followers 31a, 31b are provided on each guide rail 3a, 3b where they are fixedly connected to the cable loop and can  
25 be raised and lowered along the guide rails 3a, 3b when the window lifter is operated.

A cable drum housing 200 with cable drum 201 mounted therein form constituent parts of the drive system of the  
30 window lifter which is mounted on the support plate 2 outside of the interspace between the guide rails 3a, 3b. The cable sections 33a, 35b emerging therefrom extend in a straight line and without being encased by a Bowden cable up to the Bowden cable supports 32aa, 32bb supported on  
35 the support plate 2. All further cable sections which extend from the cable exits in the region of the guide pulleys 33a, 33b, 34a, 34b are guided in Bowden cables

32a, 32b, 32ab and thus ensure the freedom of movement of the two guide rails 3a, 3b.

Accordingly one region of the cable emerging from the drive unit of the window lifter is designed without Bowden cable and one region adjoining same up to the guide rail is designed with Bowden cable whereby the end of the Bowden cable pointing away from the guide rail is equipped with Bowden cable supports provided on the support plate.

Between the Bowden cable support and the cable exit of the drive the cable extends analogous with a cable window lifter over a direct straight path. Thus a Bowden cable window lifter is provided locally variable on the support plate and with its cable loop encased only in part by a Bowden cable between the cable exits of the drive and guide rail.

In order to minimize bending in the Bowden cables and thus to minimize the friction losses the cable exits in the pulley areas of the guide rail 3a facing the drive unit 200, 201 are directed opposite one another whereby the cable exit connected through the Bowden cable 32b to the cable drum 201 faces the drive unit whilst the other cable exit faces the guide rail 3b and is connected directly to its lower cable exit through the Bowden cable 32ab. The cable loop and thus the force flow in the window lifter is closed by means of a Bowden cable 32a between the upper cable exit of the guide rail 3a and the cable drum 201.

The support plate 2 which is selected for this embodiment takes the form of a double-walled plastics part which was manufactured using blow moulding technology. In order to reinforce the support plate 2 reinforcement areas 21a, 21b are provided in which the two walls are connected together. One or more hollow cavities can serve to house mechanical or electrical components or to convey cables and rod linkages. Furthermore a closed hollow cavity can also function as a resonance chamber for a speaker.

Fixing points 23 serve to fit the support plate 2 on the door inside trim 11. The electrical components of the door module are supplied with energy through a cable 6 and plug connection 60.

5

A handle shell 22 is integrated in the upper region of the support plate 2 and a door opener (door inside handle) is mounted therein; the operating force is passed on to the lock 4 through a Bowden cable 220. Alternatively the handle shell 22 could be mounted according to the present invention on a separate support which is connected to the guide rail 3b on the A-pillar side and points towards the drive unit 200, 201, forming with the guide rail a preassembled unit (corresponding to the supports 40, 40a for the door lock and outside door holder). The contour of a corresponding support 40b ( which would extend in front of the dry space side B of the window pane 8 - in respect of Figure 2) is indicated by chain-dotted lines in Figure 1.

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On the dry space side B the support plate 2 also supports a side airbag 7 which when needed unfolds through an ideal break point in the door inside trim (not shown).

25

Since the support plate 2 only partially covers the cut-out section 101 in the door inside panel 11 it is necessary in order to separate the wet space A and dry space B to cover at least the remaining area through suitable means. This can be achieved for example by sticking on a suitably sized foil.

30

The guide rail 310 illustrated in plan view in Figure 4 and having an integral moulded bearing site 304 in the form of a base plate for a cable roller and with connecting points 334 to 336 for a window lifter drive or a bearing cover for a drive or gear housing consists preferably of plastics or a metal profiled section injection moulded in part with plastics. The guide rail

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310 is divided into a guide area 301 and a reinforcement area 302 and has two fixing points 331, 332 where it is connected to a fixing base of a vehicle door, by way of example to a support plate or door inside panel.

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The guide area 301 has a slide face 312 for receiving a window pane follower or slider which slides along in the longitudinal direction of the guide rail 310 on the slide face engaging with keyed engagement round same.

10

The reinforcement area 302 has reinforcement elements 320 in the form of ribs or webs which protrude at right angles from the surface of the reinforcement area 302 and form a waffle pattern or criss-cross ribbing. The slide face 312 is not in direct connection with the reinforcement elements 320 of the reinforcement areas 302 since an additional web is mounted between the guide area 301 and the reinforcement area 302 and connects the two areas together in one piece.

20

The bearing site 304 adjoining the reinforcement area 302 and serving as a base plate for the drive and gear elements of the window lifter has a plurality of ribs or webs 40 protruding perpendicularly from the base surface of the bearing site 4 and arranged partly as rays around connecting points 334 to 336 for a window lifter drive, a bearing cover of a gear housing or the like, thereby ensuring optimum force transfer to the reinforcement area 302. In the same way parallel aligned ribs or webs serve to increase the structural strength of the guide rail 310.

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The bearing side 304 has a hollow cylindrical inside chamber 350 as part of a drive housing from which two insert channels 351, 352 extend for a drive cable whose Bowden sleeve is connected at Bowden supports 353, 354 to the drive housing. The drive cable is each time connected through an upper and lower pulley in the region of the fixing points 331, 332 to the follower which is guided

displaceable on the guide area 301. A cable drum is inserted in the hollow cylindrical inside chamber 350 of the drive housing and its cylindrical outside surface is provided with cable guides for holding the drive cable.

5

A further fixing point 333 serves for connecting the bearing site 304 or for additionally supporting the guide rail 310 on the fixing base of the vehicle door, i.e. on a support plate, a door inside panel or a door module in

10

Furthermore a socket in the form of a support 360 with fixing points 361, 362 for a door lock is moulded on the bearing site 304 which is formed as a bearing plate. The support 360 is - as is usual in the case of lock holders - formed sufficiently elastic so that the door lock prefitted on the support 360 can be additionally fixed on a supporting part of the vehicle body and manufacturing tolerances can be compensated. Alternatively a movable connection between the support 360 and the door lock can also be provided whereby mobility in the longitudinal direction of the vehicle is particularly important. Furthermore the integration of a lock holder into a base plate for a drive can also be undertaken in the case of a separate base plate which is independent of the guide rail of the window lifter.

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The upper end of the guide rail is provided with a socket 370, 375 for a door inside handle, the socket consisting of a support 370 moulded on the guide rail 310, as well as a door inside handle holder 375 connected thereto and having fixing points 376, 377 for a door inside handle. The support 370 is hereby moulded on the guide rail 310 so that the connecting area between the guide rail and support does not impede the movement of a follower along the slide face 312. Alternatively the support 370 can also be formed as a separate structural element fixed on the guide rail 310.

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The chain-dotted illustration of the door inside handle holder 375 is to show that this is an optional constituent part of the preassembled structural unit comprising guide rail 310 and supporting component parts 360, 370, 375 of the closing mechanism of the vehicle door. On the other hand further elements of the closing mechanism, such as e.g. the door lock or the door inside handle itself can still be prefitted on the corresponding sockets. The door inside handle serves for opening the vehicle door from inside the vehicle and is for this purpose connected to the door lock through a suitable operating rod linkage.

A guide rail 310 of this kind having preassembled sockets for the door lock and door inside handle is particularly suitable for use in a so-called internal window lifter wherein the window pane runs between the door outside panel and the window lifter mechanism (guide rail etc).

It should still be pointed out that Figure 4 shows a rear view of the guide rail 310, thus a view from outside of the vehicle. I.e. when installing this guide rail 310 in a vehicle door 1 according to Figure 3 (by using a support plate covering the cut-out section 101) the socket for the door lock would point towards the rear end (B-pillar side) of the vehicle door whilst the socket for the door inside handle would point towards the front end (A-pillar side) of the vehicle door.

The guide rail can be manufactured optionally completely or in part of plastics. By dividing the guide rail into a guide area and a reinforcement area there is a choice of a dual or multi component injection moulding process in which the reinforcement area consists of a material of high strength and high E-modulus and a tribologically favourable material is chosen for the guide area which is better for lower friction values, reduced wear and low noise level.

In an alternative embodiment the reinforcement area of the guide rail can also be made from a metal profiled section having favourable mechanical properties which ensures a high resistance moment with a relatively light weight whilst the guide area is made from plastics owing to the better tribological properties. Both areas can be connected together with positive and/or force-locking engagement, for example by injecting plastics round the metal profiled section which in addition to helping with the guide function also helps to further strengthen the metal profiled section since a hybrid structure is produced through ribs and reinforcements which is both bending-resistant and torsionally rigid.

Regarding further details relating to the (at least partial) fabrication of a guide rail from plastics reference is made to the German Patent Application 198 38 347.

Figure 5 shows a modification of the embodiment of Figure 4 with the single difference being that the guide rail 310' according to Figure 5 has instead of a socket for a door inside handle a socket 380, 385 for a door outside handle, with the socket consisting of a support 380 moulded in the upper area of the guide rail 310' and of a door outside handle holder 358 fixed thereon with fastening points for a door outside handle and pointing towards the rear end (B-pillar side of a vehicle door (see Figure 3)).

The guide rail 310' illustrated in Figure 5 with preassembled sockets for the door lock and door outside handle is particularly suitable for use with a so-called outside window lifter where the window lifter mechanism (guide rail etc) runs between the door outside panel and the window pane.



Obviously however an individual guide rail can also be provided both with a socket for a door inside handle and with a socket for a door outside handle. It would hereby be necessary (depending on whether it concerns an inside  
5 or outside window lifter) to guide one of the two sockets to the side of the window pane remote from the guide rail, as illustrated for example in Figure 2 using the support 40 for the door outside handle holder 5, which is mounted on the side of the window pane 8 remote from the guide  
10 rails 3a, 3b.

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New claims  
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1. System to be fitted into a vehicle door having

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- a window lifter for lifting and lowering a window pane of a vehicle door and consisting of a drive unit and a mechanism for transferring drive force from the drive unit to the window pane,

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- a guide rail (310, 310') of the transfer mechanism along which a follower of the window pane is guided, and

- a closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) for closing and opening the vehicle door,

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wherein the window lifter and the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) are provided for fixing on a supporting plate (2) of the vehicle door, characterised in that at least a supporting part (360, 370, 380) of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) is moulded on the guide rail (310, 310') which consists at least in part of plastics.

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2. System according to claim 1 characterised in that at least one supporting structural part of the window lifter serves at the same time to hold a functional element of the closing mechanism.

30

3. System according to claim 1 or 2 characterised in that  
at least a part of the closing mechanism (4, 40, 40a, 41,  
5, 50; 360, 370, 375, 380, 385) forms a prefabricated  
5 structural unit with the drive unit of the window lifter,  
more particularly a cable window lifter.

10 4. System according to claim 3 characterised in that a  
base plate (304) provided for holding the drive unit forms  
a prefabricated structural unit with the guide rail (310,  
310').

15 5. System according to claim 4 characterised in that the  
base plate (304) is moulded in one piece on the guide rail  
(310, 310').

20 6. System according to one of the preceding claims  
characterised in that the part of the closing mechanism  
(4, 40, 40a, 41, 5, 50; 360, 370, 375, 380, 385) which  
forms a structural unit with a structural group (3a, 3b;  
310, 310') of the window lifter comprises one or more of  
25 the following structural elements:

- a socket (40a, 360) for a door lock (4)
- a door lock (4)
- 30 - a socket (380, 385) for a door outside handle

- a door outside handle
- a socket (370, 375) for a door inside handle
- a door inside handle.

5

7. System according to claim 6 characterised in that the socket (360) for the door lock forms a prefabricated structural unit with the base plate (304) for the drive unit.

10

8. System according to claim 3 and 6 characterised in that in the case of an outer window lifter at least the socket (380, 385) for the door outside handle forms a prefabricated structural unit with the guide rail (310').

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9. System according to claim 3 and 6 characterised in that in the case of an inner window lifter at least the socket (370, 375) for the door inside handle forms a prefabricated structural unit with the guide rail (310).

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10. System according to one of claims 3 to 9 characterised in that the window lifter is formed as a double-strand cable window lifter having two guide rails (3a, 3b) running side by side and that a socket (40, 40a) for a door lock (4) and a socket (5, 40) for a door outside handle form a prefabricated structural unit with the guide rail (3a) of the window lifter on the B-pillar side.

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11. System according to one of claims 3 to 10 characterised in that a socket (40, 40a) for a door lock (4) is connected to a socket (5, 40) for a door outside handle and that the socket (5, 40) for the door outside handle is connected additionally to the guide rail (3a).

10 12. System according to one of claims 3 to 10 characterised in that a door lock (4) and a door outside handle holder (5) are fixed on the guide rail (3a) through a common support (40, 40a).

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13. System according to one of claims 5 to 12 characterised in that the relevant functional element (4) of the closing mechanism (4, 40, 40a, 41, 5, 50; 360, 370, 20 375, 380, 385) is prefitted on the associated holding element (40, 40a).

25 14. System according to one of claims 3 to 12 characterised in that the guide rail (3a, 3b) of the window lifter is formed for displaceable bearing on the supporting plate (2).

15. System according to one of claims 3 to 12  
characterised in that the guide rail (3a, 3b) is  
5 displaceable on the supporting plate (2) along the  
longitudinal direction of the vehicle.

16. System according to one of the preceding claims  
10 characterised in that the supporting plate (2) of the  
vehicle door is formed as a door inside panel or as a  
large surface support plate for a door module which is  
fitted onto a corresponding cut-out section in the door  
inside panel.

15

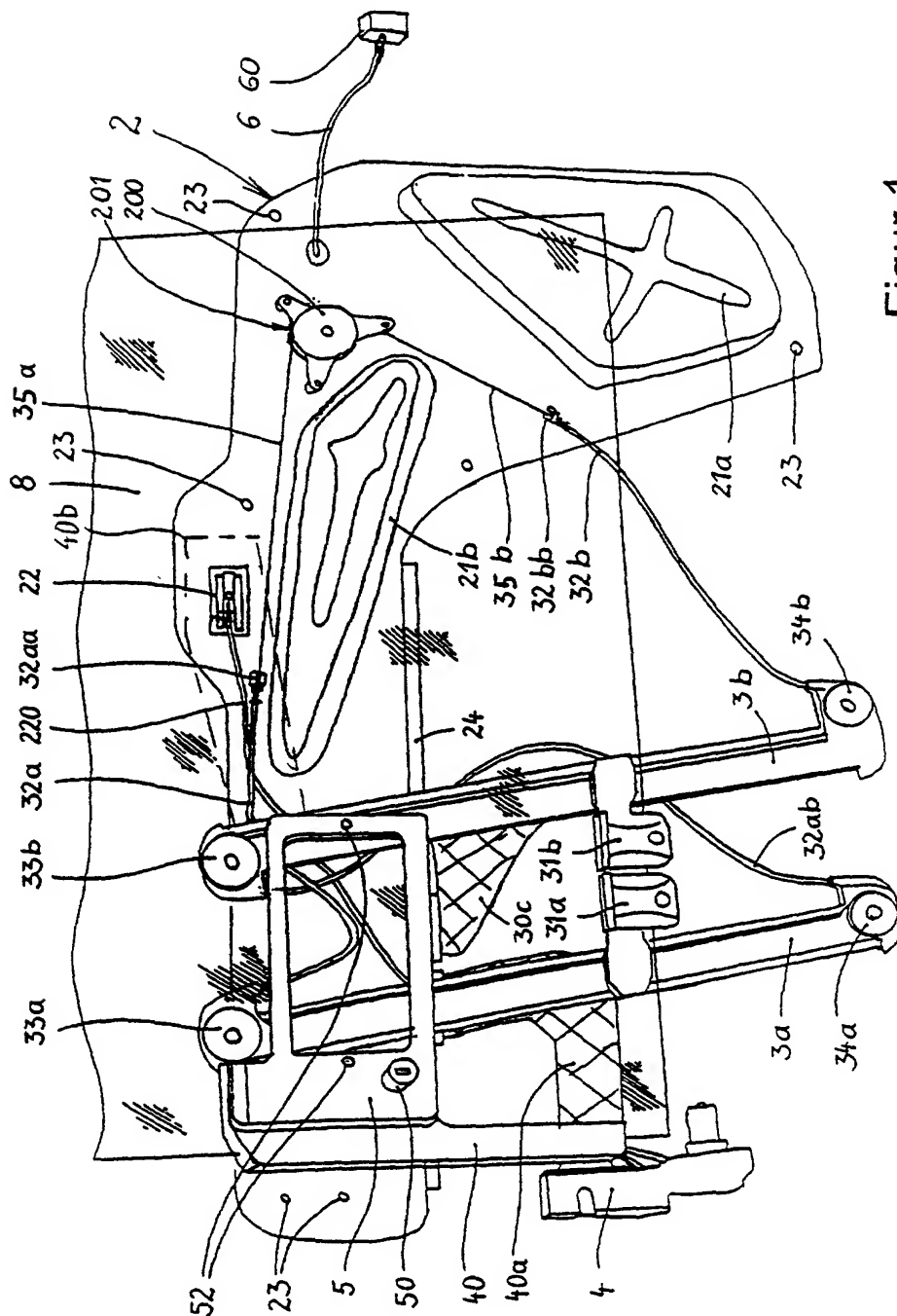
17. System according to one of the preceding claims  
characterised in that the supporting plate (2) defines a  
recess for assembling the closing mechanism (4, 40, 40a,  
20 41, 5, 50; 360, 370, 375, 380, 385).

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ABSTRACT

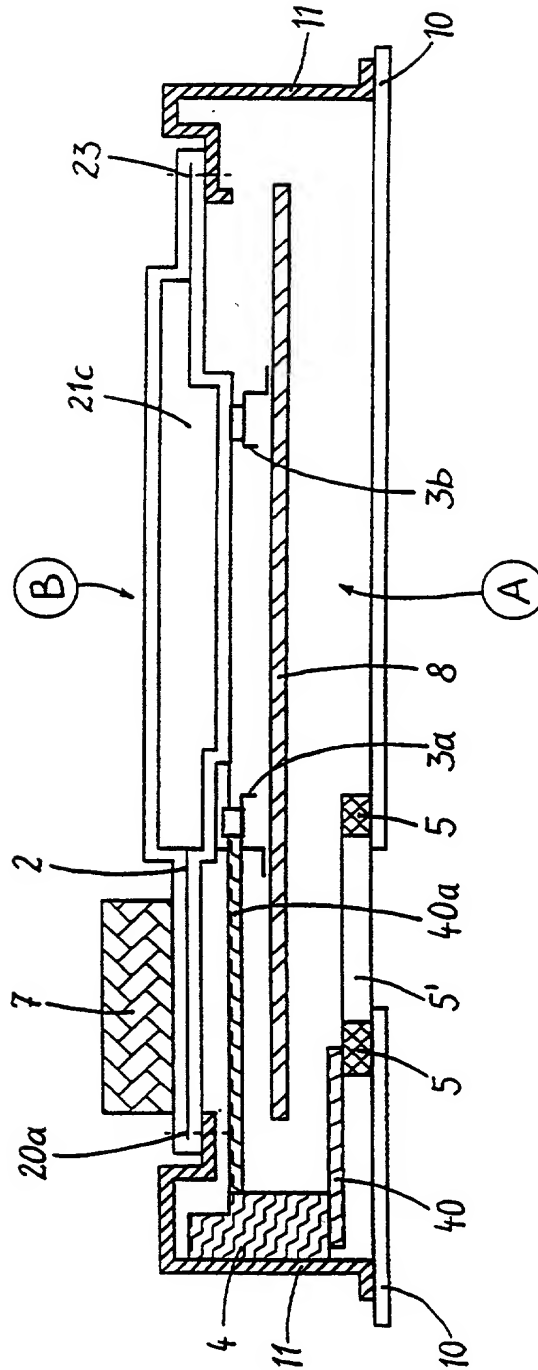
The invention relates to a system to be fitted into a vehicle door having a window lifter for lifting and lowering a window pane of the vehicle door and comprising a drive unit and a mechanism for transferring drive force from the drive unit to the window pane, and a closing mechanism for closing and opening the vehicle door wherein the window lifter and the closing mechanism are provided for fixing on a supporting plate of the vehicle door. According to the invention at least one part of the closing mechanism (360, 370, 375) forms with a structural group (304, 310) of the window lifter a preassembled structural unit which is provided for fixing on the supporting plate of the vehicle door.

(Figure 4).



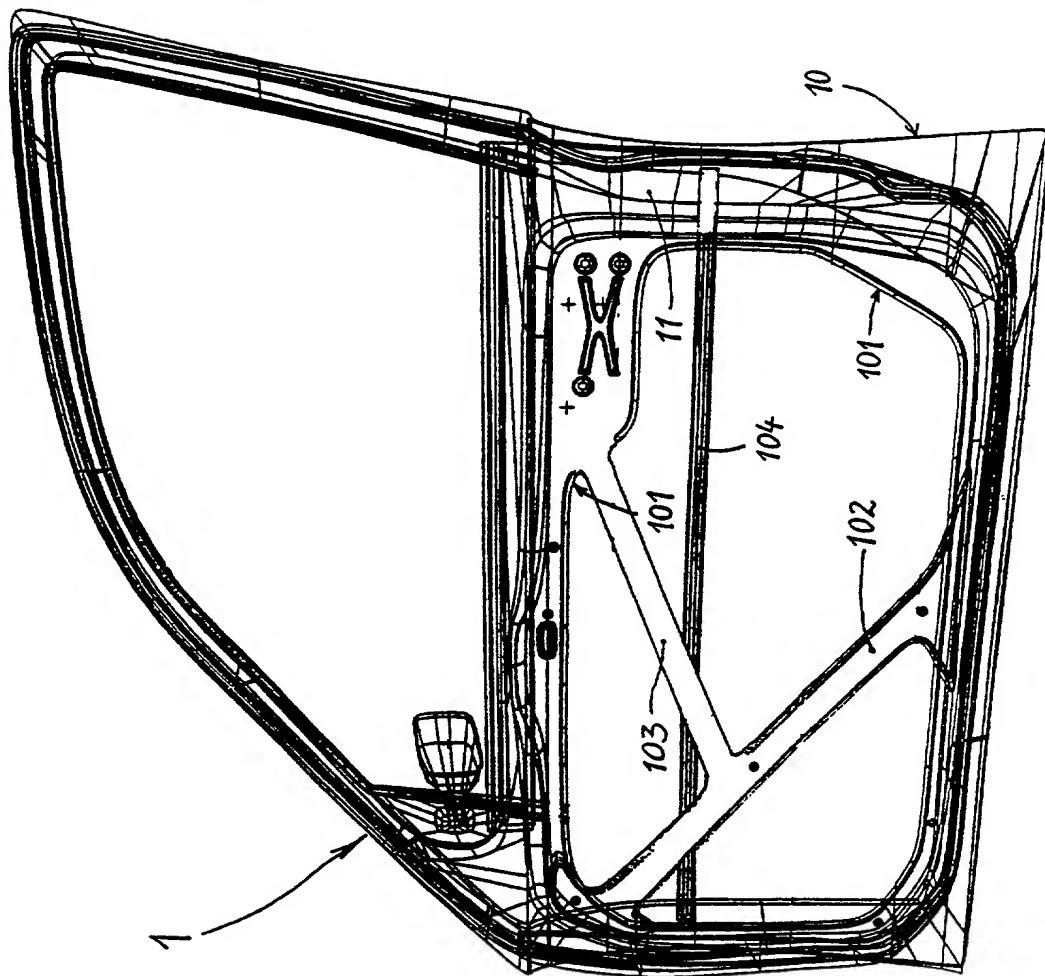
Figur 1





## Figur 2

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Figur 3

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Fig. 4

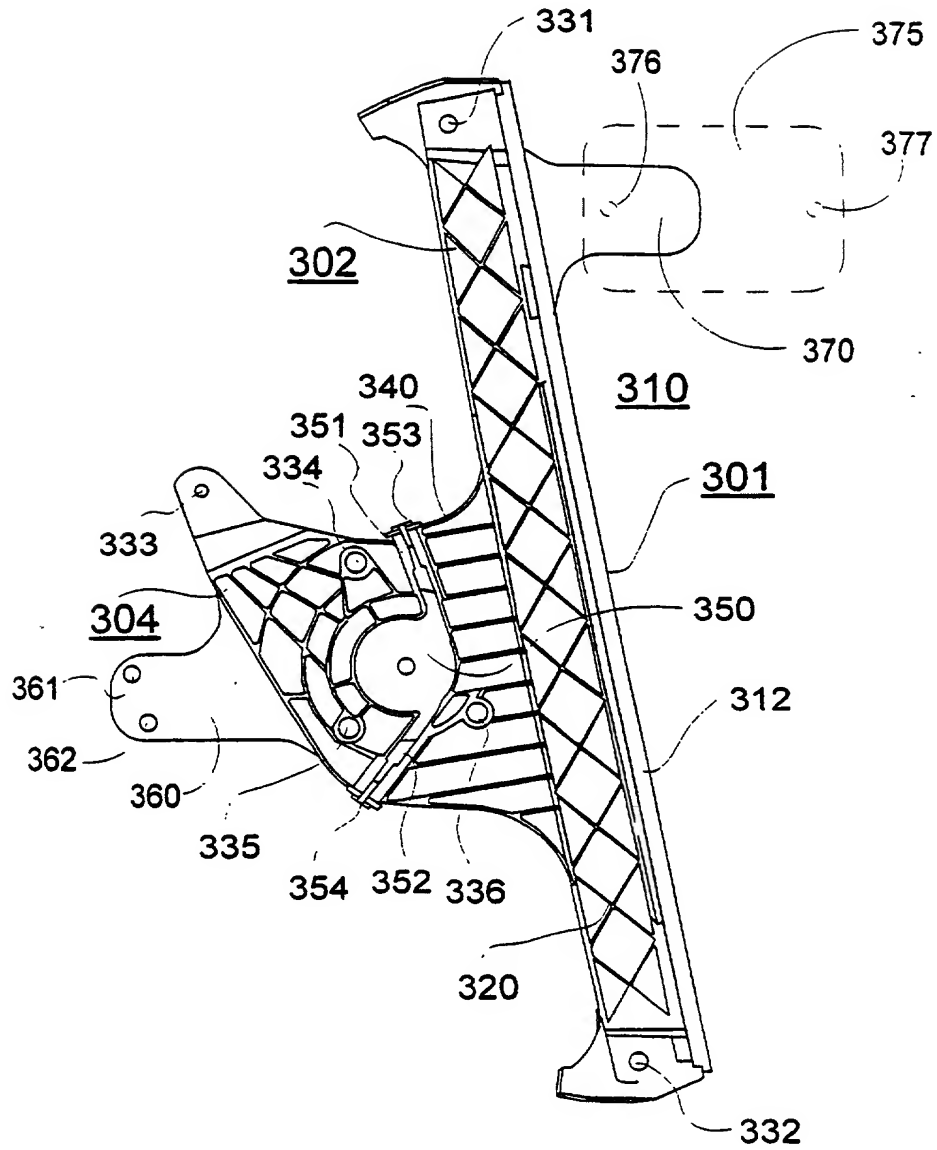
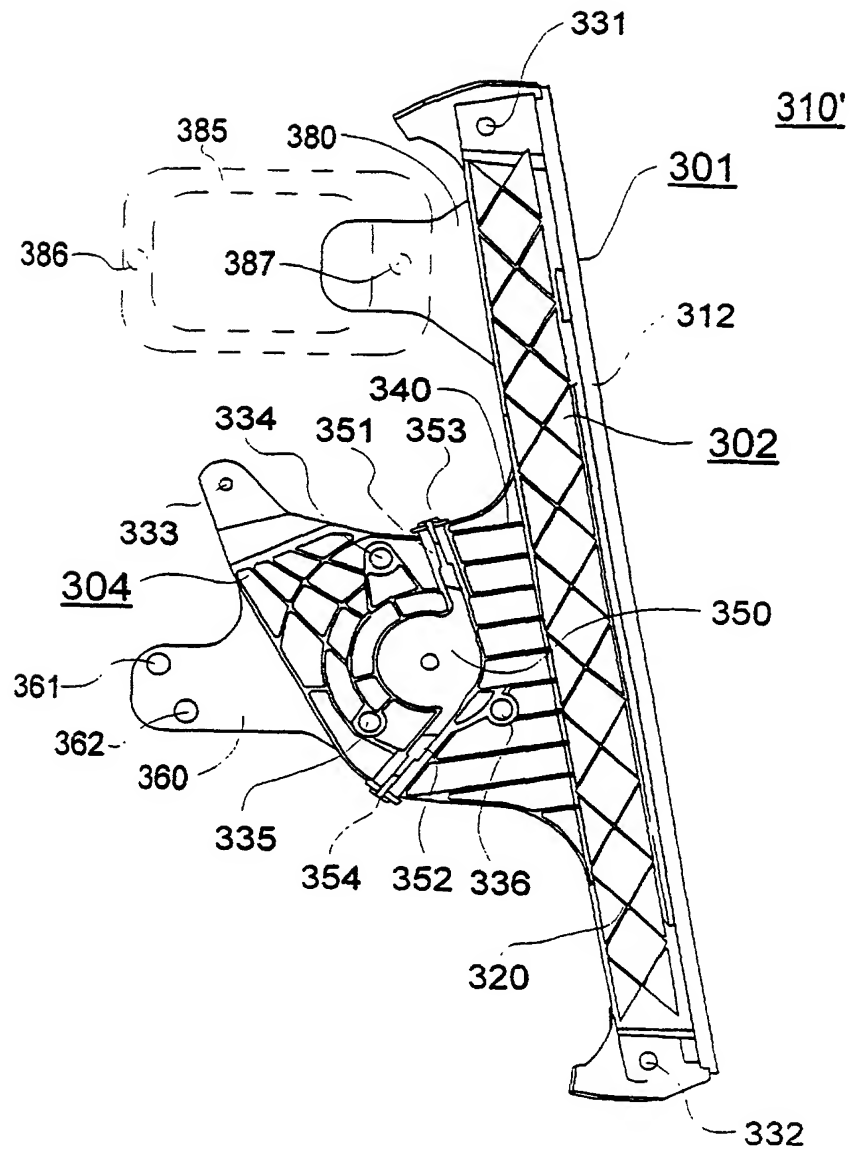


Fig. 5



10/049223 01800

DECLARATION AND POWER OF ATTORNEY  
FOR PATENT APPLICATION

Docket No.: 45851/DBP/M521

As a below named inventor, I hereby declare that:

My residence, mailing address and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled SYSTEM TO BE FITTED IN A VEHICLE DOOR, the specification of which is attached hereto unless the following is checked:

☒ was filed on July 22, 1999 as United States Application Number or PCT International Application Number PCT/DE99/02285 and was amended on \_\_\_\_\_ (if applicable).

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment specifically referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR § 1.56, including for continuation-in-part applications, material information which became available between the filing date of the prior application and the national or PCT international filing date of the continuation-in-part application.

I hereby claim foreign priority benefits under 35 U.S.C. § 119(a)-(d) or § 365(b) of the foreign application(s) for patent or inventor's certificate, or § 365(a) of any PCT International application which designated at least one country other than the United States of America, listed below and have also identified below, any foreign application for patent or inventor's certificate, or any PCT International application having a filing date before that of the application on which priority is claimed.

Prior Foreign Application(s)Application Number CountryFiling Date (day/month/year) Priority Claimed

I hereby claim the benefit under 35 U.S.C. § 119(e) of any United States provisional application(s) listed below.

Application Number Filing Date

I hereby claim the benefit under 35 U.S.C. § 120 of any United States application(s), or any PCT International application designating the United States, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. § 112.

Application Number Filing DatePatented/Pending/Abandoned

**POWER OF ATTORNEY:** I hereby appoint the following attorneys and agents of the law firm CHRISTIE, PARKER & HALE, LLP to prosecute this application and any international application under the Patent Cooperation Treaty based on it and to transact all business in the U.S. Patent and Trademark Office connected with either of them in accordance with instructions from the assignee of the entire interest in this application;

**DECLARATION AND POWER OF ATTORNEY  
FOR PATENT APPLICATION**

**Docket No. 45851/DBP/M521**

or from the first or sole inventor named below in the event the application is not assigned; or from Maikowski & Ninnemann in the event the power granted herein is for an application filed on behalf of a foreign attorney or agent.

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**SEND CORRESPONDENCE TO:**

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I declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

DECLARATION AND POWER OF ATTORNEY  
FOR PATENT APPLICATION

Docket No. 45851/DBP/M521

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